

CLASSIFICATION

~~SECRET~~ **CONFIDENTIAL**COUNTRY Soviet Zone of Germany

25X1

REPORT

TOPIC KOETZEN Airfield

EVALUATION

25X1

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 7 December 1949

REFERENCES

25X1

PAGES

2

ENCLOSURES (NO. &amp; TYPE)

1 Blueprint

REMARKS

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1. Eighteen single-engine aircraft, six U-2 biplanes and one Boston-III were counted at the KOETZEN (M 52/D 95) airfield.

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16 October 1949

2. Thirty-one single-engine aircraft, one U-2 biplane and three Boston-IIIs were observed.

21 October 1949

3. Twenty-six single-engine aircraft and eleven U-2 biplanes were parked at the field.

4. The hangars were always closed. An estimated forty to fifty single-engine aircraft, twenty U-2s and ten Boston-IIIs and about one thousand men were stationed at the field.

Description of single-engine aircraft (see Annex): V-engine (exchanged engines were pulled along the landing field), a disk, two inches long and 5 inches in diameter (presumably an insulation disk for a directional loop antenna), was attached on top of fuselage, tail gun of about 13 mm caliber, no bomb rack.

9 October 1949

5. Three biplanes practiced take-offs and landings with searchlights. There was little flying the following week when weather was unfavorable.

21 October 1949

6. About twenty aircraft towing sleeve targets took off, but there was no firing over KOETZEN. Night take-offs and landings with searchlights were again practiced.

7. The construction of an ammunition dump was under way on the southern edge of the field. A pile of ten-kg bombs, two piles of 50-kg bombs and two piles of 150-kg bombs, and a number of boxes were observed. The entire ammunition pile was 7x16x23 feet.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 13 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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Document No. <u>2</u>	
No Change in Class. <input type="checkbox"/>	
<input checked="" type="checkbox"/> Reclassified	
Class. Changed To: TS S <u>U</u>	25X1
Date: <u>02 JUN 1978</u>	By: <u></u>

The stored bombs were not painted. The dump was strictly guarded and was connected with the field buildings by telephone lines.

8. The fuel dump on the northeastern edge of the landing field had been enlarged by five fuel containers. Some old and rusty containers were lying about.
9. According to a road construction foreman, the field was scheduled to be expanded westward over the road to EDDERIZ (H 52/D 95). This was considered improbable since repair work has been done on this road for about four months and the field was under cultivation.
10. The guard detail at the field was reinforced by patrols. Guards were posted on the roof of the boilerhouse.
11. The following motor vehicle [ ] were observed at the field:

25X1	[ ]	passenger car	[ ]	tank truck, 5,000 ltr
25X1	[ ]	truck	[ ]	tank truck, 5,000 ltr
25X1	[ ]	truck	[ ]	tank truck, 5,000 ltr
25X1	[ ]	truck	[ ]	tank truck, 3,000 ltr.

12. Photographs were taken of the field and the aircraft between 9 and 15 October 1949.

25X1 [ ] Comment:

a. According to recent reports and the above information it is assumed that a ground attack regiment and an air reconnaissance regiment are stationed at the field. The presence of ground attack aircraft is confirmed by the attached sketch which probably shows an IL-10, and by the reported motor vehicle [ ] which have so far been observed as being assigned to ground attack units stationed in GROSSMANN.

b. The alleged westward expansion of the field has not been confirmed.

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